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U.S. DEPARTMENT OF COMMERCE PATENT AND TRADEMARK OFFICE

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DESIGNATED/ELECTED OFFICE (DO/EO/US)
CONCERNING A FILING UNDER 35 U.S.C. 371

991.1162

U.S. APPLICATION NO. (IF KNOWN, SEE 37 CFR

09/937970

INTERNATIONAL APPLICATION NO.
PCT/FI00/00262INTERNATIONAL FILING DATE
March 29, 2000PRIORITY DATE CLAIMED
April 1, 1999

TITLE OF INVENTION

METHOD AND DEVICE FOR SECURING HORIZONTALLY LOADED CARGO UNITS TO A VESSEL

APPLICANT(S) FOR DO/EO/US

Mikko HANNINEN, et al.

Applicant herewith submits to the United States Designated/Elected Office (DO/EO/US) the following items and other information:

1. ☒ This is a **FIRST** submission of items concerning a filing under 35 U.S.C. 371.
2. ☐ This is a **SECOND** or **SUBSEQUENT** submission of items concerning a filing under 35 U.S.C. 371.
3. ☒ This is an express request to begin national examination procedures (35 U.S.C. 371(f)). The submission must include items (5), (6), (9) and (24) indicated below.
4. ☐ The US has been elected by the expiration of 19 months from the priority date (Article 31).
5. ☒ A copy of the International Application as filed (35 U.S.C. 371 (c) (2))
 - a. ☒ is attached hereto (required only if not communicated by the International Bureau).
 - b. ☐ has been communicated by the International Bureau.
 - c. ☐ is not required, as the application was filed in the United States Receiving Office (RO/US).
6. ☐ An English language translation of the International Application as filed (35 U.S.C. 371(c)(2)).
 - a. ☐ is attached hereto.
 - b. ☐ has been previously submitted under 35 U.S.C. 154(d)(4).
7. ☒ Amendments to the claims of the International Application under PCT Article 19 (35 U.S.C. 371 (c)(3))
 - a. ☐ are attached hereto (required only if not communicated by the International Bureau).
 - b. ☐ have been communicated by the International Bureau.
 - c. ☐ have not been made; however, the time limit for making such amendments has NOT expired.
 - d. ☒ have not been made and will not be made.
8. ☐ An English language translation of the amendments to the claims under PCT Article 19 (35 U.S.C. 371(c)(3)).
9. ☒ An oath or declaration of the inventor(s) (35 U.S.C. 371 (c)(4)).
10. ☐ An English language translation of the annexes of the International Preliminary Examination Report under PCT Article 36 (35 U.S.C. 371 (c)(5)).
11. ☒ A copy of the International Preliminary Examination Report (PCT/IPEA/409).
12. ☒ A copy of the International Search Report (PCT/ISA/210).

Items 13 to 20 below concern document(s) or information included:

13. ☐ An Information Disclosure Statement under 37 CFR 1.97 and 1.98.
14. ☒ An assignment document for recording. A separate cover sheet in compliance with 37 CFR 3.28 and 3.31 is included.
15. ☒ A **FIRST** preliminary amendment.
16. ☐ A **SECOND** or **SUBSEQUENT** preliminary amendment.
17. ☐ A substitute specification.
18. ☐ A change of power of attorney and/or address letter.
19. ☐ A computer-readable form of the sequence listing in accordance with PCT Rule 13ter.2 and 35 U.S.C. 1.821 - 1.825.
20. ☐ A second copy of the published international application under 35 U.S.C. 154(d)(4).
21. ☐ A second copy of the English language translation of the international application under 35 U.S.C. 154(d)(4).
22. ☒ Certificate of Mailing by Express Mail
23. ☒ Other items or information:

Letter Re Priority

991.1162

UNITED STATES PATENT AND TRADEMARK OFFICE

Re: Application of: Mikko HÄNNINEN et al.
Serial No.: Not yet known
Filed: Simultaneously
For: **METHOD AND DEVICE FOR
SECURING HORIZONTALLY
LOADED CARGO UNITS TO A
VESSEL**

PRELIMINARY AMENDMENT

Assistant Commissioner for Patents
Washington, D.C. 20231

October 1, 2001

Sir:

Prior to examination, please amend the above-identified application as follows:

IN THE SPECIFICATION:

Please amend the specification as set forth below.

09/937970-100101

Abstract

METHOD AND DEVICE FOR SECURING HORIZONTALLY LOADED CARGO UNITS TO A VESSEL

The present invention relates to an apparatus and method for securing horizontally loaded cargo units to a vessel.

Please amend page 1, paragraph 2, to read as follows:

BACKGROUND OF THE INVENTION

As known in prior art, units moving on wheels are secured on a horizontally loaded vessel, in particular semitrailers, rolltrailers and cassettes are secured on a ro-ro vessel, by using different chains, webbings and wires, by means of which each cargo unit is fastened to the deck of the vessel. One problem in using chains, webbings and wires for lashing the cargo unit to the deck of the vessel is that, when these are used, the unit lashed to the deck together with lashings and the deck structure does not necessarily always form a continuous structure of sufficient strength, which might result in the shifting of cargo in the cargo space in case the number or the quality of lashings is inadequate. A problem with these known lashings is also that the lashing is done by hand, which is in itself rather expensive and time-consuming.

--BACKGROUND OF THE INVENTION--

As known in prior art, units moving on wheels are secured on a horizontally loaded vessel, in particular semitrailers, rolltrailers and cassettes are secured on a ro-ro vessel, by using different chains, webbings and wires, by means of which each cargo unit is fastened to the deck of the vessel. One problem in using chains, webbings and wires for lashing the cargo unit to the deck of the vessel is that, when these are used, the unit lashed to the deck together with lashings and the deck structure does not necessarily always form a continuous structure of sufficient strength, which might result in the shifting of cargo in the cargo space in case the number or the quality of lashings is inadequate. A problem with these known lashings is also that the lashing is done by hand, which is in itself rather expensive and time-consuming.

Amend page 3, first full paragraph to read as follows:

OBJECTS AND SUMMARY OF THE INVENTION

When handling a unit moving in a horizontal plane, for example, a trailer, rolltrailer, etc., it is essentially important in securing the cargo unit on a vessel that it could be locked to the vessel such as to achieve a continuous structure that is as rigid as possible. Thus, one object of the invention is to provide an arrangement which when it is used allows securing to be accomplished such that the cargo unit forms a rigid continuous structure together with the vessel, and also to provide a securing system by means of which the movements of the cargo unit secured are prevented transversely in particular but also longitudinally with respect to the sailing direction of the vessel.

Marked-up version of page 3, first full paragraph, as amended.

--OBJECTS AND SUMMARY OF THE INVENTION--

When handling a unit moving in a horizontal plane, for example, a trailer, rolltrailer, etc., it is essentially important in securing the cargo unit on a vessel that it could be locked to the vessel such as to achieve a continuous structure that is as rigid as possible. Thus, one object of the invention is to provide an arrangement which when it is used allows securing to be accomplished such that the cargo unit forms a rigid continuous structure together with the vessel, and also to provide a securing system by means of which the movements of the cargo unit secured are prevented transversely in particular but also longitudinally with respect to the sailing direction of the vessel.

Please delete paragraphs three and four of page four.

Marked-up version of page four as amended.

[With a view to achieving the objectives stated above as well as those that will come out later, the method according to the invention is mainly characterized in what is set forth in the characterizing clause of claim 1.]

[The device according to the invention is in turn mainly characterized in what is set forth in the characterizing clause of claim 9.]

Amend page 6, paragraph 2, to read as follows.

BRIEF DESCRIPTION OF THE DRAWINGS

In the following, the invention will be described in more detail with reference to the figures in the accompanying drawing, to the details of which the invention is not by any means intended to be narrowly confined.

Figures 1A-1J show schematic embodiment examples of the securing element in accordance with the invention.

Figure 2 is a schematic illustration of a device according to one application of the invention for use in connection with a semitrailer.

Figures 3A-3B schematically show handling and securing of a semitrailer when the invention is applied.

Figure 4 schematically shows handling and securing of a rolltrailer when the invention is applied.

Figure 5 schematically shows handling and securing of a cassette when the invention is applied.

Marked-up version of page 2, paragraph 1, as amended.

--BRIEF DESCRIPTION OF THE DRAWINGS--

In the following, the invention will be described in more detail with reference to the figures in the accompanying drawing, to the details of which the invention is not by any means intended to be narrowly confined.

Figures 1A-1J show schematic embodiment examples of the securing element in accordance with the invention.

Figure 2 is a schematic illustration of a device according to one application of the invention for use in connection with a semitrailer.

Figures 3A-3B schematically show handling and securing of a semitrailer when the invention is applied.

Figure 4 schematically shows handling and securing of a rolltrailer when the invention is applied.

Figure 5 schematically shows handling and securing of a cassette when the invention is applied.

Amend the paragraph bridging pages 6 and 7 to read as follows.

DETAILED DESCRIPTION OF THE INVENTION

As schematically shown in Fig. 1A, a securing element 10 according to the invention comprises two securing parts 11,12, which have been shaped so as to mate with each other such that, when placed one upon the other in the manner shown by the arrow S, they form a securing element 10 of the tongue-and-groove type providing an interlocking coupling. When the securing element 10 is used on a vessel, a first securing part 11 is preferably fixed to a longitudinal bulkhead 15 of the vessel and a respective second securing part 12 is fixed to a cargo unit 13 which is to be secured and on the other side of which there is again similarly a first securing part 11, and in the next cargo unit 13 there is a respective second securing part 12. The respective securing parts 11,12 are coupled to each other, thereby forming a securing arrangement provided by means of the securing element 10. The securing parts 11,12 located on the cargo unit 13 are placed on either longitudinal side of the cargo unit 13. The securing element 10 additionally includes a locking arrangement formed on the securing parts 11,12 in order to prevent the longitudinal movement of the cargo units 13, which locking arrangement is accomplished in Fig. 1A by means of a locking groove 16 made into one securing part 12 and by means of a locking piece 17 provided on the respective other securing part 11. The securing parts 11, 12 of the securing element 10 are simultaneously positioned in place by means of this locking 16,17 which prevents longitudinal movement. Furthermore, a second locking arrangement is provided in connection with the securing element 10 in order to prevent the vertical movement of the cargo units 13, for example, a locking pin 18 in connection with one securing part 12 and a locking hole 19 in connection with

the respective other securing part 11.

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--DETAILED DESCRIPTION OF THE INVENTION--

As schematically shown in Fig. 1A, a securing element 10 according to the invention comprises two securing parts 11,12, which have been shaped so as to mate with each other such that, when placed one upon the other in the manner shown by the arrow S, they form a securing element 10 of the tongue-and-groove type providing an interlocking coupling. When the securing element 10 is used on a vessel, a first securing part 11 is preferably fixed to a longitudinal bulkhead 15 of the vessel and a respective second securing part 12 is fixed to a cargo unit 13 which is to be secured and on the other side of which there is again similarly a first securing part 11, and in the next cargo unit 13 there is a respective second securing part 12. The respective securing parts 11,12 are coupled to each other, thereby forming a securing arrangement provided by means of the securing element 10. The securing parts 11,12 located on the cargo unit 13 are placed on either longitudinal side of the cargo unit 13. The securing element 10 additionally includes a locking arrangement formed on the securing parts 11,12 in order to prevent the longitudinal movement of the cargo units 13, which locking arrangement is accomplished in Fig. 1A by means of a locking groove 16 made into one securing part 12 and by means of a locking piece 17 provided on the respective other securing part 11. The securing parts 11, 12 of the securing element 10 are simultaneously positioned in place by means of this locking 16,17 which prevents longitudinal movement. Furthermore, a second locking arrangement is provided in connection with the securing element 10 in order to prevent the vertical movement of the cargo units 13, for example, a locking pin 18 in connection with one securing part 12 and a locking hole 19 in connection with

the respective other securing part 11.

IN THE CLAIMS:

Please amend the claims to read as set forth below.

1. A method for securing horizontally loaded cargo units on a vessel, in which method the cargo units (13;21,20;80;100) are handled and secured for transporting the cargo units (13;21,20;80;100) on the vessel (50), in which method the cargo unit (13;21,20;80;100) is secured to the vessel (50) and/or to an adjacent cargo unit (13; 21,20;80;100) by means of securing elements forming an interlocking coupling, wherein the cargo unit (13;21,20;80;100) is secured to the vessel (50) and/or to an adjacent cargo unit (13;21,20;80;100) located at the longitudinal side of the cargo unit with respect to the driving direction thereof by means of securing elements (10) placed on the vertical sides of the cargo unit which extend longitudinally with respect to the driving direction thereof such that securing parts (11, 12) of the securing element (10) fixed to a bulkhead (15) of the vessel (50) and to the cargo unit or to adjacent cargo units, with their locking arrangement (18,19) preventing vertical movement, form an interlocking coupling, whereby the cargo unit (13) that is secured remains in place in the securing position.
2. A method according to claim 1, wherein the cargo units (13;20,21; 80;100) are locked by means of a locking arrangement (16,17) provided in connection with the securing element (10) for preventing the longitudinal movement of the cargo units.

3. A method according to claim 1 wherein, in the method, the cargo units (13) secured to one another by means of the securing elements (10) form together with the vessel (50) a structure which is substantially continuous in strength.

4. A method according to claim 1, wherein, in the method, a first cargo unit (13;20,21;80;100) is secured to a first securing part (11) of the securing element (10) fixed to the bulkhead (15) of the vessel (50), and the cargo unit (13; 20, 21; 80; 100) is secured to this first securing part (11) by means of a second securing part (12) of the securing element (10) fixed to the cargo unit.

5. A method according to claim 1, wherein, in the method, the securing parts (11,12) are secured to each other by lifting a securing part of the cargo unit onto a respective securing part of another adjacent cargo unit or onto a respective securing part of the bulkhead (15) of the vessel (50) and by locking the securing by means of the first locking arrangement (16, 17) to prevent longitudinal movement and by means of the second locking arrangement (18,19) to prevent vertical movement.

6. A method according to claim 1, wherein, in the method, the securing parts (11,12) are caused to slide along each other and secured in the longitudinal direction.

7. A method according to claim 1, wherein the method is applied to securing of rolltrailers (80), cassettes (100), semitrailers (21) and/or similar types of horizontally loaded cargo units (13) to the vessel.

8. A method according to claim 1, wherein, in the method, a trestle (20) for supporting a semitrailer (21) is attached to a kingpin (22) of the semitrailer (21), and that the trestle (20) is secured by means of a first securing part (12) of the securing element (10) to a respective second securing part (11) of the securing element (10) of the vessel (50) or an adjacent cargo unit.

9. A device for securing horizontally loaded cargo units on a vessel, which device is used for securing the cargo units (13;20,21;80;100) by means of an interlocking coupling to an adjacent cargo unit (13;21,20;80;100) and/or to the vessel (50) for transport on the vessel (50), said device comprising:

a securing element (10) located on the vertical side of the cargo unit extending longitudinally with respect to the driving direction, which securing element (10) comprises securing parts (11,12) fixed to the cargo units or to the cargo unit and to a bulkhead (15) of the vessel (50) located adjacent to each other with respect to the driving direction of the cargo unit, as well as a locking arrangement (18,19) for preventing vertical movement, said parts and arrangement forming an interlocking coupling such that the securing element (10) keeps the cargo unit (13;20,21;80;100) that is secured in place in the securing position.

10. A device according to claim 9, wherein the securing element (10) comprises a locking arrangement (16,17) for preventing the longitudinal movement of the cargo unit (13) that is secured.

11. A device according to claim 9, wherein the cargo units (13) secured to one another by means of the securing elements (10) form together with the vessel (50) a continuous structure.

12. A device according to claim 9, wherein the device comprises a first securing part (12) for securing the cargo unit (13) to the bulkhead (15) of the vessel (50) or to an adjacent cargo unit (13), and a second securing part (11) for securing said cargo unit to a cargo unit (13) located at the other side thereof or to the bulkhead (15) of the vessel (50).

13. A device according to claim 9, wherein the device is arranged to be used in securing rolltrailers (80), cassettes (100), semitrailers (21) and/or similar types of cargo units (13) to the vessel (50).

14. A device according to claim 9, wherein the securing element of the device is arranged in connection with a trestle (20) intended for support of a semitrailer (21) such that the trestle (20) comprises members for attaching it to a kingpin of the semitrailer.

15. A device for securing a semitrailer on a vessel, which device is a trestle (20) connected to the wheelless end of the semitrailer (21) in order to support it, which trestle further comprises means for connecting it to a tugmaster, which trestle comprises securing parts forming an interlocking coupling in order to secure the trestle to the vessel, said device comprising:

a securing part (11,12) extending in the longitudinal direction with respect to the driving direction of the trestle is provided on both outer sides of the trestle (20), which securing parts are

arranged to be coupled to a respective securing part (12,11) provided on an adjacent trestle (20) or on a bulkhead (15) of the vessel (50) or on another cargo unit located at the longitudinal side of the cargo unit with respect to the driving direction thereof in order to form a securing element (10) for the purpose of providing an interlocking coupling, and that the securing element (10) further comprises a locking arrangement (18,19) for preventing vertical movement, whereby the trestle remains in place in the securing position.

Marked-up version of claims as amended.

1. A method for securing horizontally loaded cargo units on a vessel, in which method the cargo units (13;21,20;80;100) are handled and secured for transporting the cargo units (13;21,20;80;100) on the vessel (50), in which method the cargo unit (13;21,20;80;100) is secured to the vessel (50) and/or to an adjacent cargo unit (13; 21,20;80;100) by means of securing elements forming an interlocking coupling, [characterized in that] wherein the cargo unit (13;21,20;80;100) is secured to the vessel (50) and/or to an adjacent cargo unit (13;21,20;80;100) located at the longitudinal side of the cargo unit with respect to the driving direction thereof by means of securing elements (10) placed on the vertical sides of the cargo unit which extend longitudinally with respect to the driving direction thereof such that securing parts (11, 12) of the securing element (10) fixed to a bulkhead (15) of the vessel (50) and to the cargo unit or to adjacent cargo units, with their locking arrangement (18,19) preventing vertical movement, form an interlocking coupling, whereby the cargo unit (13) that is secured remains in place in the securing position.

2. A method according to claim 1, [characterized in that] wherein the cargo units (13;20,21; 80;100) are locked by means of a locking arrangement (16,17) provided in connection with the securing element (10) for preventing the longitudinal movement of the cargo units.

3. A method according to claim 1 [or 2, **characterized in that**] wherein, in the method, the cargo units (13) secured to one another by means of the securing elements (10) form together with the vessel (50) a structure which is substantially continuous in strength.

4. A method according to [any one of claims 1 to 3] claim 1, [**characterized in that**] wherein, in the method, a first cargo unit (13;20,21;80;100) is secured to a first securing part (11) of the securing element (10) fixed to the bulkhead (15) of the vessel (50), and the cargo unit (13; 20, 21; 80; 100) is secured to this first securing part (11) by means of a second securing part (12) of the securing element (10) fixed to the cargo unit.

5. A method according to [any one of claims 1 to 4] claim 1, [**characterized in that**] wherein, in the method, the securing parts (11,12) are secured to each other by lifting a securing part of the cargo unit onto a respective securing part of another adjacent cargo unit or onto a respective securing part of the bulkhead (15) of the vessel (50) and by locking the securing by means of the first locking arrangement (16, 17) to prevent longitudinal movement and by means of the second locking arrangement (18,19) to prevent vertical movement.

6. A method according to [any one of claims 1 to 5] claim 1, [**characterized in that**] wherein, in the method, the securing parts (11,12) are caused to slide along each other and secured in the longitudinal direction.

7. A method according to [any one of the preceding claims] claim 1, [characterized in that] wherein the method is applied to securing of rolltrailers (80), cassettes (100), semitrailers (21) and/or similar types of horizontally loaded cargo units (13) to the vessel.

8. A method according to [any one of the preceding claims] claim 1, [characterized in that] wherein, in the method, a trestle (20) for supporting a semitrailer (21) is attached to a kingpin (22) of the semitrailer (21), and that the trestle (20) is secured by means of a first securing part (12) of the securing element (10) to a respective second securing part (11) of the securing element (10) of the vessel (50) or an adjacent cargo unit.

9. A device for securing horizontally loaded cargo units on a vessel, which device is used for securing the cargo units (13;20,21;80;100) by means of an interlocking coupling to an adjacent cargo unit (13;21,20;80;100) and/or to the vessel (50) for transport on the vessel (50),
[characterized in that the device is formed as] said device comprising:

a securing element (10) located on the vertical side of the cargo unit extending longitudinally with respect to the driving direction, which securing element (10) comprises securing parts (11,12) fixed to the cargo units or to the cargo unit and to a bulkhead (15) of the vessel (50) located adjacent to each other with respect to the driving direction of the cargo unit, as well as a locking arrangement (18,19) for preventing vertical movement, said parts and arrangement forming an interlocking coupling such that the securing element (10) keeps the cargo unit (13;20,21;80;100) that is secured in place in the securing position.

10. A device according to claim 9, [**characterized in that**] wherein the securing element (10) comprises a locking arrangement (16,17) for preventing the longitudinal movement of the cargo unit (13) that is secured.

11. A device according to claim 9 [or 10] , [**characterized in that**] wherein the cargo units (13) secured to one another by means of the securing elements (10) form together with the vessel (50) a continuous structure.

12. A device according to [any one of claims 9 to 11] claim 9, [**characterized in that**] wherein the device comprises a first securing part (12) for securing the cargo unit (13) to the bulkhead (15) of the vessel (50) or to an adjacent cargo unit (13), and a second securing part (11) for securing said cargo unit to a cargo unit (13) located at the other side thereof or to the bulkhead (15) of the vessel (50).

13. A device according to [any one of claims 9 to 12] claim 9, [**characterized in that**] wherein the device is arranged to be used in securing rolltrailers (80), cassettes (100), semitrailers (21) and/or similar types of cargo units (13) to the vessel (50).

14. A device according to [any one of claims 9 to 13] claim 9, [**characterized in that**] wherein the securing element of the device is arranged in connection with a trestle (20) intended for support of a semitrailer (21) such that the trestle (20) comprises members for attaching it to a kingpin of the semitrailer.

15. A device for securing a semitrailer on a vessel, which device is a trestle (20) connected to the wheelless end of the semitrailer (21) in order to support it, which trestle further comprises means for connecting it to a tugmaster, which trestle comprises securing parts forming an interlocking coupling in order to secure the trestle to the vessel, [**characterized in that**] said device comprising:

a securing part (11,12) extending in the longitudinal direction with respect to the driving direction of the trestle is provided on both outer sides of the trestle (20), which securing parts are arranged to be coupled to a respective securing part (12,11) provided on an adjacent trestle (20) or on a bulkhead (15) of the vessel (50) or on another cargo unit located at the longitudinal side of the cargo unit with respect to the driving direction thereof in order to form a securing element (10) for the purpose of providing an interlocking coupling, and that the securing element (10) further comprises a locking arrangement (18,19) for preventing vertical movement, whereby the trestle remains in place in the securing position.

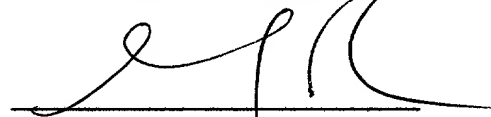
REMARKS

The specification has been amended herein to include section headings at appropriate locations and to correct minor informalities in the specification. Clean and marked up versions of the replacement paragraphs to be entered are included herewith.

The claims have been amended herein to remove multiple dependancies therefrom. Marked-up versions of the claims have been included herewith showing the changes to the claims.


Respectfully submitted,

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Method of treating and utilizing sludge

The invention is related to a method of treating and utilizing sludge.

A sludge may be e.g. municipal sewage sludge a remarkable portion of dry matter of which today is cellulose, hemicellulose and lignin coming from soft tissue. The method may be used also for treating and utilizing industrial sludges, like sludges of wood processing industry or food industry, and sludges produced by agriculture or animal husbandry, or animal manure sludges, in general. For economy of the method it is recommendable that the dry matter content of a sludge is at least 15 %.

It is well-known that treatment of sludges is problematic and expensive and that significant environmental hazards, e.g. odor inconveniences, are caused therefore.

In the prior International Publication No. WO97/01513 the inventor presents a method of treating sludge in which, for producing solid products of sludge and for hygienizing these products, hydrophobic grains of peat are mixed with sludge, and the mixture is extruded to form pieces which are dried and possibly coated for stabilizing and hygienizing them. An object of the solution is to get a sludge as directly and rapidly as possible to a form of solid and environmentally non-hazardous products.

An object of the present invention is to provide a method of treating and utilizing sludge which is better, more versatile to apply, and with better economy than the prior methods.

To reach this object, a method of treating and utilizing sludge of the invention is characterized in that which is defined in the appended claims.

Very remarkable savings of raw material costs in sludge treatment are obtained with the invention. A sludge is brought to a solid and advantageous form largely by means of the solid material and energy of the sludge itself.

The invention and some embodiments thereof are described in further detail in the following with reference to the accompanying drawings, wherein:

Fig. 1 is a flow chart which describes generally an embodiment of the method of the invention;

Fig. 2 is a flow chart which describes generally another embodiment of the method of the invention;

Fig. 3 is a flow chart which describes generally still another embodiment of the method of the invention;

Fig. 4 is a flow chart which describes generally still another embodiment of the method of the invention;

Fig. 5 is a diagram which presents the embodiments of Figs. 1 and 3 and in further detail a composting included in the embodiments;

Fig. 6 presents schematically a side view of a composter for carrying out the continuously operating composting of Fig. 5;

Fig. 7 presents a schematical plan view of an example of a sludge treatment plant based on the method of the invention;

Fig. 8 is a diagram which presents generally an application of the embodiments of the method of Figs. 1 and 3 to treatment of waste water;

Fig. 9 is a diagram which presents an example of applying the method of Fig. 3 to a waste water treatment process; and

Fig. 10 is a diagram which presents another example of applying the method of Fig. 3 to a waste water treatment process.

The initial material of hydrophobic organic grains, which are essential in the method of the invention, are preferably hydrophobic grains of peat. The term "hydrophobic organic grains" is used with good reason because the grains circulated several times in the method of the invention, the initial core of them being a hydrophobic grain of peat, may be split to smaller grains, and then a portion of the hydrophobic grains may consist totally or almost totally of sludge particles gathered by means of the grains.

An advantageous way of manufacturing this kind of grains is following. Well-decomposed sedge peat or similar kind of peat is pressed in a peat digging field in a usual way with intensive extrusion to pieces, either briquettes or so-called wavy sod peat. Peat briquettes or wavy pieces are dried on the peat digging field typically to a moisture content of 30 to 40 % by weight water. Dried pieces are crushed to grains the size of which is typically within a range of 2 to 20 millimeters. Grains may be dried further for improving the hydrophobicity thereof, for example to a moisture content of below 20 or even below 10 %. Hydrofobization begins at a moisture content of about 35 %, and the permanent, long-term hydrofobicity is achieved at a moisture content of about 10 % by weight water. In many cases a suitable moisture content is about 15 to 20 % by weight water. The grains manufactured in this way are compact and hard and withstand well both mechanical handling and handling in a wet process without absorbing water or breaking down.

Hydrophobic grains of peat include carbon usually about 70 to 80 % of solids. Most of it is bound to compounds which are difficult to degrade: cellulose, hemicellulose and lignin, and only about 15 to 20 % of the carbon is soluble or in short-chained compounds. In addition to fibrous matter, this kind of peat includes also enough material decomposed to colloidal particles, which contributes to provide compact, hard and strongly hydrophobic grains. The nitrogen content is typically 2 to 3 % and phosphor content 0.2 to 0.4 % of

solids. The fuel value of hydrophobic peat grains is good, about 10 to 20 MJ/kg, depending on the degree of dryness. In view of the operation of the method and utilization of the grains produced with the method, this kind of peat grains have excellent properties. Also manufacturing costs are reasonable.

5 Peat grains are manufactured in peat digging fields also by directly cutting or milling which is economically even more advantageous method. The grains obtained may be hydrofobized, but there are problems in making them compact and durable enough. With suitable treatment methods these properties probably may be improved, and then also this kind of peat grains possibly may be used in the method of the invention.

10 Technically, it is also possible to use hydrophobized peat pellets. At least presently, high manufacturing costs of this kind of pellets exclude the use thereof, as an object of the method of the invention is definitely to reduce raw material costs of sludge treatment. Moreover, additional binding agents are often used in pellets, which raises further on the manufacturing costs and which may cause hazardous effects in processes to which the
15 method of the invention is applied.

The ability of the hydrophobic grains to bind hydrophilic sludge particles is based on the known phenomenon that hydrophilic sludge particles in water are attached to hydrophobic particles for the influence of so called zeta-potential thereof. This happens when hydrophobic grains are mixed with sludges including typically 70 to 80 % water. This
20 happens also as waste water is introduced to a filter layer consisting of hydrophobic grains. Water goes through the filter because hydrophobic grains do not absorb water. This kind of hydrophobic filter works for removing both coarse and fine sludge particles from waste water.

It is typical for biomasses that they are hydrophobized when they are dried dry enough.
25 It depends on the quality of the sludge particles attached to the surface of a hydrophobic grain how successfully it is hydrophobized and compacted when dried. For example particles consisting of cellulose, hemicellulose and lignin, high contents of which are included in municipal waste water, are hydrophobized and compacted on the surface of grains very well.

30 Figs. 1 to 4 present generally some embodiments of the method of the invention.

In the embodiments of Figs. 1 and 2, sludge is brought to the process and bound to the surface of organic grains by mixing in phase 1. In the embodiments of Figs. 3 and 4, waste water is brought to the process, the waste water being filtered with hydrophobic grains in phase 1A, whereby the hydrophilic sludge particles in the waste water are attached to the
35 surface of the grains. A necessary amount of hydrophobic grains are mixed with grains coated with sludge in phase 1B. In all the embodiments, the next phase 2 is pressing,

advantageously extrusion, which helps the sludge particles to attach to the surface of the grains and extracts water bound to sludge particles from the mixture.

Such an amount of hydrophobic grains are mixed with the sludge that the water content of the mixture is less than 60 %. A suitable moisture content for composting, for example, is about 50 %. The pieces extruded may be cylindrical pieces, for example, the diameter of which is of the order of 5 centimeters and the length 15 to 20 centimeters.

In the embodiments of Figs. 1 and 3, the next phase 5 is composting, preferably rapid continuously operating composting for which it is advantageous to press coherent pieces of the mixture in phase 2. During the composting, the pieces are mostly broken back to grains on the surface of which there is a composted, still wet, layer of sludge. A core, a hydrophobic grain, is not waterlogged. In phase 4, the grains attached to each other or the grains grown up too big are crushed smaller, and also the surface layer is hydrophobized by drying it dry enough. In the embodiments of Figs. 3 and 4, the mixture is not composted but the process proceeds directly to phase 4. Therefore, it is not necessary that coherent pieces are obtained in the pressing phase 2. In phase 5, the grains are screened, and a great part thereof is circulated back to the process, either to phase 1 for being mixed with sludge (Figs. 1 and 3) or to work as filter grains in phase 1A and for being mixed with sludge-coated grains in phase 1B (Figs. 2 and 4). The grains may be circulated 5 to 10 times, for example.

Only a small amount of new grains are needed in the process. In other words, sludge is solidified essentially by gathering it with the sludge itself. Drying is made very advantageously because the moisture is in the surface layer of the grains from which the distance for evaporation is short. The method is very cost effective. The circulation which always include drying at an elevated temperature (preferably at 60 to 80 °C) is hygienizing the grains, and the composting increases amount of carbon in grains which is soluble or bound to short-chained compounds, which is advantageous in many applications. Forming a layer of sludge on the surface of the grains and drying in a drum dryer causes rounding of the grains, which is often advantageous in the utilization of the grains.

The methods not including composting (Figs. 2 and 4) are thought to be applied in such a way, for example, that the excess grains from phase 5 are burned and the energy obtained is utilized. In the direct drying nothing of the fuel value of the grains is lost, which happens to some extent with composting. An advantageous and very suitable drying method for grains is pulse drying in which hot air, e.g. 60 to 80 °C, is first blown through the grains long enough so that the grains are warmed up. Thereafter, air with a temperature somewhat lower than the temperature of the grains is blown through the grains, whereby the moisture is removed efficiently from the surface layer for the influence of a difference in vapour pressure. This is repeated as many times as necessary.

To prevent the amount of grains from increasing with circulation, a portion of grains corresponding to the dry matter gathered by the grains must be removed from the process. The circulation may be arranged in such a way, for example, that 10 to 20 % new hydrophobic grains are always added to the circulating grains, and the excess grains are taken away. According to need, the grains may be screened away to fractions for different uses. Grains may be also taken away without screening, or a portion of them may be circulated without screening. If only the amount of grains corresponding to the dry matter gathered to the grains is removed from the process, normally a certain fraction is taken away by screening according to the use of the grains.

In screening, a fraction of 0 to 2 millimeters, 0 to 4 millimeters, or 2 to 4 millimeters may be taken away. Such grain sizes are suitable for burning or to be used for fertilizers, for example. The finest dusty matter, although it increases dry matter content in the mixture, is preferably taken away from circulation from time to time because very small particles are not able to gather matter to be composted on the surface thereof. The screening may be made with a seave, disc screen, drum screen, or pneumatic screen.

In view of experiments, big grains seem to have better ability to grow than small ones, and big ones may be circulated longer than small ones. A typical thickness of the surface layer formed on small grains during one cycle is of the order of 1 millimeter. For big grains a typical thickness is 1 to 3 millimeters. Also bigger dry matter particles seem to attach to big grains than to small grains.

The quality of a sludge affects how many times grains may be circulated in a process. In municipal waste water, for example, there are a lot of fibrous sludge particles which after hydrophobization are well-attached on the surface of grains. With treatment of this kind of sludge, grains may well be circulated 10 times on an average, for example. As big grains are crushed for further circulation, grains are obtained of which a portion is totally and a portion mostly consisting of sludge particles. When a circulation process is after initial phase properly in operation, there may be long periods during which new "initial grains" need not be added to the process at all. On the other hand, if a sludge is very fine-grained, like e.g. sludges of food industries often are, a surface layer formed on the initial grains begins easily to pulverize as a certain thickness is reached after several circulations. With treatment of this kind of sludges, a suitable amount of circulations on an average may be 5, for example.

The more times grains are circulated through composting, especially composting in thermophilic phase, the more the grains blacken, i.e. are carbonizing, also inside thereof. Also a matter difficult to degrade (cellulose, hemicellulose and lignin) in hydrophobic grains seems to be composted and is gradually degraded to carbon which is biologically easily available. At the same time the properties of grains as a substrate for composting are

improved as the amount of carbon biologically easily available in the surface layer is increasing. In view of experiments, the most of the carbon of the grains is soluble or in short-chained compounds after 5 composting cycles, for example.

A continuously operating composting method suitable to be used with the method of the invention is described in the following with reference to Figs. 5 and 6. The moisture content of the pieces pressed in phase 2 from the mass formed of the mixture of sludge and grains or sludge-coated grains obtained from phase 1 must be 45 to 65 % by weight water, and the best moisture content for composting is, in view of experience, about 55 % by weight water. In circulated grains grown on hydrophobic peat grains there are normally enough nutrients for action of microorganisms needed for composting, and, as stated above, the circulation of grains in the process improves the properties thereof in view of successful composting.

The microorganisms of a compost act best in neutral or slightly acidous conditions within a pH range of 5.5 to 8. For fungi-like microorganisms decomposing cellulose and lignin, slightly acidous conditions are favourable, for example. A preferred pH range is 6 to 7. In the alternatives and applications considered here, pH is normally within the proper range, and no adjustments are needed.

Composting phase 3 is continuously operating. It is aimed at as efficient as possible thermophilic microbial action the most advantageous temperature range for which is 54 to 62 °C, and the process is controlled to keep the temperature within that range. After initializing phase, as the process is in full operation in a suitable composting reactor, it produces more heat than what is needed for maintaining the reaction. Pieces are loaded into a reactor, and composted material is removed therefrom in such a way, for example, that there are several layers loaded at different times. In view of experience obtained with an experimental reactor, as a new layer of pieces to be composted is loaded to the reactor, the rise of temperature to the desired level takes typically 10 to 15 hours. The pieces are then kept within the desired temperature range of 54 to 62 °C typically 24 to 48 hours, during which time they become composted and largely break down.

An aim in the composting process is to reach rapidly the desired state of thermophilic microbial action therefore that specifically in this state the microorganisms like actinomycetes and fungi-like microbes act, which decompose efficiently cellulose, hemicellulose and lignin. Composting of material as pieces is very advantageous, firstly because of a lot air remaining between the pieces. For satisfying the demand of oxygen of the microbes, there is normally no need to input air to a process. Another advantage relates to action of fungi-like thermophilic microorganisms. Many such microorganisms act efficiently in the outer layer of a compost at a high temperature. In the present method, each

piece as such is like a compost, and there are a lot of outer layer in each piece in which these microorganisms are able to act.

In phases 4 and 5 the material removed from the compost is dried, crushed if necessary and screened in a way described here above. A portion of the dried grains, the surface of which is thereby hydrofobized again, is circulated back to the beginning of the process, and another portion is taken away from the process.

In Fig. 6, an exemplary suitable composting reactor is presented in schematical cross section. The reactor 20 which is described here schematically and as simplified, is a silo-like space with side walls 21, a bottom 23, and a cover 22 openable and closable in a way indicated by arrow P1. In the cover there is an exhaust connection 32 provided with an adjustable baffle 33. The exhaust connection is advantageously provided also with a fan (not shown) for making removal of gases and water vapour from the reactor more efficient, if necessary. Blowers 31 are placed close to the bottom. A conveyor belt 24 extends above the reactor for supplying biomass pieces to into the reactor. The belt may be moved in a way indicated by arrow P2 so that the pieces are easier to be loaded uniformly into the reactor. A new layer L4 is always loaded into the reactor on the earlier layers L3, L2, and L1. In connection with the bottom 23 there is a conveyor mat 25 provided with compartments for removing from time to time carbonized and decomposed material gathered on the bottom. The reactor includes several measurement and control devices for monitoring and controlling the conditions in the reactor. By an example, temperature meters 15, 16 and 17 are shown here for measurement of corresponding temperatures T1, T2 and T3 in different places of the reactor. Moisture is measured with a detector 28, oxygen with a detector 29 and carbon dioxide with a detector 30. By means of the blowers 31 and by increasing exhaust correspondingly, air circulation in the reactor may be increased, if necessary. By increasing the air circulation the reactor may be cooled, for example, if the temperature is rising too high, above 62 °C, or oxygen necessary for microbial action may be increased by taking in oxygen rich air and at the same time exhausting carbon dioxide from the reactor. From the exhaust gas also the heat may be recovered. Moreover, a mantel of the reactor may be provided with water cooling (not shown), whereby heat may be recovered from the cooling water to be used preferably for drying the carbonized material.

A sludge treatment plant of Fig. 7 is situated in a building which is confined by an outer wall 40. For receiving peat grains, there is an open container 44 in the left side end of the building to which the peat grains may be transferred directly from a truck. At the bottom of the container there is a first conveyor screw 45 by which the grains are transferred to a conveyer 46 which feeds grains to an intermediate storage 47 at need. The receiving space of peat grains is separated from other rooms by a wall 69. Sludge is brought from a sewage

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In the following, treatment of sludge-coated filter grains is described with reference to Figs. 8 and 9. Sludge-coated grains 93 are mixed with hydrophobic grains of peat according to need in phase 11 for obtaining a mixed mass suitable to be extruded. A suitable content of the mass is 50 to 54 %. In phase 12, the mass is extruded to pieces which are composted in phase 13 in a process according to Fig. 8 which is similar to that one described with reference to Fig. 5. A layer of new pieces is added periodically, e.g. once a day. A time for composting is then, normally, 1.5 to 3 days. Grains circulated several times are carbonized, and the carbon therein is largely converted to soluble carbon and carbon bound to short-chained compounds. Hydrophobic grains obtained in this way may be used again in the filter, and as they include also a lot of organic carbon, they are very suitable for a carbon source and substrate for microorganisms, i.e. a so-called film surface for microorganisms. It should be noted also that the energy needed for this conversion of hydrophobic grains and sludge of waste water to a more advantageous form may be taken almost totally from the treated material itself.

After-treatment 14, 26 (Fig. 9) or 14 (Fig. 9) of the composted material may include drying, screening and sorting in which the grains are guided according to the size thereof to different uses. As is indicated by arrow 88, a portion of grains (B) may be introduced back to the filter layer 81 to compensate sludge-coated grains removed from the filter. A suitable grain size for this may be 10 to 60 millimeters, for example. A portion of the grains (A), on the other hand, may be circulated back to the initial phase of the composting, as is indicated by arrow 89. For this, e.g. smaller grains with a size of 6 to 10 millimeters are suitable. A portion of grains (C and D) may be used in other phases of waste water purification as a substrate and carbon source for microbes, as is indicated by reference signs 92 and 93. The grains with a size of 6 to 10 millimeters are suitable for this use, also, as well as very small grains with a diameter of 1 to 3 millimeters. The excess grains (F) may be used for other suitable purposes, e.g. as raw material for fertilizers.

The waste water departing from the filtering phase 98 is next conducted to an aerobic phase 96, as is indicated by reference sign 99. Favourable conditions for nitrification phase of removal of nitrogen, among other things, are provided by adding composted carbonized grains 85 as a substrate for microbes to a tank provided with efficient aeration 77. A strong colony of microbes is maintained in the tank by adding grains according to need. By the amount of grains the process may also be adjusted to correspond to the amount waste water and the amount of nitrogen included in the waste water. The efficient aeration circulates grains 85 in the tank, and some amount of them is continuously removed from this phase with the outgoing waste water 78 to the next phase of purification. New grains are needed also for compensating the grains removed. Grains may be dried to a suitable degree of

hydrophobicity, so that they begin gradually to absorb water and, for this and decomposing microbial action, to decompose. Duration of decomposing may vary within a range of 1 to 10 days, for example, depending on the need for adjustment and other affecting factors.

The next phase is an anaerobic secondary settling 97 in which a sunk filter layer 90 consisting of hydrophobic grains carbonized by composting is disposed in a tank. For arranging the filter in the tank, there are gratings or similar means between which additional carbonized hydrophobic grains are supplied at need, as is indicated schematically by arrow 93. The waste water departing from phase 96 is introduced underneath a filter layer 90, as is indicated by reference sign 78, the outlet 76, on the other hand, being above the filter layer so that the water must go through the filter. Some amount of decomposing and waterlogging grains come from the preceding phase to the tank, and also the grains of the filter 90 are gradually decomposing for the influence of anaerobic microbial action. The sludge produced in this way is settling on the bottom of the tank, and it is circulated from a bottom cavity back to the filtering phase 96, as is indicated by reference sign 86. Still another filter 95 consisting of hydrophobic grains is used in a tank 94 for filtering waste water (reference sign 79) going out of the purification process.

Another example of biological system for waste water purification to which the method of the invention is applied is described in the following with reference to Fig. 10. In this case, the waste water is conducted after screening 74 and sand separation 75 directly to an aerobic phase 76 the operation of which is essentially similar to and the purpose of which is essentially same as those of the corresponding phase 96 in the example of Fig. 9. Here, the own carbon source of the waste water is used, and composted grains 85 are used only as an additional carbon source and a substrate for microbes by means of input 92 according to need.

Next, the waste water is fed to an aerobic secondary settling 91 the operation of which is essentially similar to and the purpose of which is essentially same as those of the corresponding phase 97 in the example of Fig. 9. The sludge of the waste water and the grains coming from the preceding phase, which grains also gather sludge thereto, are settling in this phase, and they are conducted via the filtering phase 81 back to the beginning of the process. The sludge is settling down rapidly in the settling tank because an anaerobic phase is concerned. Probably, a part of the sludge is conveyed to an anaerobic filter 90 and is gradually settling down with the matter breaking down from the filter. The operation of this phase and the following filtering 94 of the outgoing water are similar to those of the corresponding phases described above in connection of the example of Fig. 9, and therefore they are not described here again.

Also the filtering phase 81 operates similarly to the phase 98 described above in connection with the example of Fig. 9. In this case, only, the water is conducted back to the aerobic phase 76, as is indicated by reference number 80. Also the filter 81 is used and it is replenished in quite a same way.

5 The grains produced with the method may be also after-treated further, e.g. by coating. The coating may be e.g. lime, ash, nutrient solution, clay, gypsum, silicon carbonate, and so on. Also more than one coating with different materials may be made.

The grains may be used for many purposes some of which are already mentioned above. The may be used as fuel, as environmental grains, as aerators in substrates for culture, in
10 various fertilizers, as an additive in other sludges, e.g. for activating an anaerobic sludge, or in biofilters.

Especially well the method of the invention is suited for the utilization of hydrophobic organic grains, like hydrophobic grains of peat, in manufacture of biological fertilizers. Hydrophobic grains of peat are a very suitable basic material for this purpose, these peat
15 grains as such including a lot of carbon, a part of it in an easily available mode, and enough nutrients for maintaining microbial activities important in the operation of a biological fertilizer. By using different sludges, like sewage sludges, agricultural sludges or suitable animal manure sludges, in general, or sludges of food industry, suitable nutrients or other affecting substances are obtained to a certain fertilizer.

20 Nutrients or other affecting substances may be added also as solutions to a sludge among which they are transferred to the grains. Grains may be also coated with nutrient mass between circulations and then continue circulations whereby the nutrient remains in the inside of the grains and the dissolution thereof is retarded. Other affecting substances may include e.g. acidity adjustment agents, like ash (which may include also useful nutrients
25 and trace elements) or lime. In some cases it is advantageous to utilize sludge precipitated with ferrous flocculants, because the iron remaining in the sludge is in a proper form for fertilizing of acidous forest lands.

The solubility of fertilizers and the nutrients may be affected also by adjusting the hydrophobicity of grains by means of drying. On the other hand, by means of the amount of
30 composting cycles, the amount of available carbon in the grains and so the operation thereof as a substrate and carbon source for microbes may be affected.

Some embodiments of the invention are described above, the invention naturally not being restricted thereto. The applicant's opinion is that the composting, for example, may be carried out quite efficiently also as a continuously operating drum composting by developing
35 equipment and processes in a necessary way. Also other composting methods, like batch-

type composting, may be used, although the efficiency of the method is then remarkably lower.

The invention may be varied within the scope of the appended claims.

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Claims

1. A method of treating and utilizing sludge, **characterized** in that therein:

in a first phase (1, 1A, 1B, 2) hydrophilic water binding sludge particles are
5 caused to attach to the surface of hydrophobic organic grains, like hydrophobic grains of peat,

in a second phase (4) the grains obtained thereby having a water-bearing layer
of sludge particles on the surface thereof are dried to hydrophobize also the surface layer,

in a third phase (5) an essential portion of the hydrophobic grains obtained
10 thereby are circulated back to said first phase of the method.

2. A method according to claim 1, **characterized** in that hydrophobic grains are circulated
in the method 5 to 10 times on an average.

3. A method according to claim 1, **characterized** in that sludge particles are in said first
15 phase caused to attach to the surface of hydrophobic organic grains by mixing hydrophobic grains with sludge (1) and by extruding (2) the mixture obtained.

4. A method according to claim 1, **characterized** in that sludge particles are in said first
20 phase caused to attach to the surface of hydrophobic organic grains by filtering water including sludge by means of the grains (1A), by mixing the sludge-coated grains with hydrophobic organic grains according to need (1B) and by extruding (2) the mixture obtained.

5. A method according to claim 4, **characterized** in that grains hydrophobized again by
25 drying are circulated back (5) to both the filtering (1A) and mixing (1B).

6. A method according to claim 1, **characterized** in that grains grown up or attached to each
other in the circulation are split to smaller ones.

7. A method according to claim 1, **characterized** in that the grains are composted (3)
30 between said first phase and second phase (4).

8. A method according to claim 7, **characterized** in that the mixture is composted (3) as
35 extruded to pieces in a continuously operating process in which the temperature of the

pieces is raised rapidly to the thermophilic range within which the composting is mainly carried out (Figs 5 and 8).

9. A method according to claim 1, **characterized** in that grains taken off from the circulation are coated.

10. A method according to claim 9, **characterized** in that grains taken off from the circulation are coated with one or more of the following materials: lime, ash, nutrient solution, clay, gypsum, silicon carbonate.

11. A method according to claim 1, **characterized** in that grains are coated with selected materials between cycles of circulation whereby a layer of said materials is formed in the inside of grains.

12. A method according to claim 11, **characterized** in that a selected material is a solution or a mass including nutrients.

13. A method according to claim 1, **characterized** in that substances affecting the properties of the grains are added to the sludge, the mixture of the sludge and hydrophobic grains, or the mixture of the sludge-coated grains and hydrophobic grains.

14. A method according to claim 13, **characterized** in that the added substances affect one or more of the following properties: nutrient content, solubility of nutrients, pH.

15. The use of the method in biological treatment of waste water for removal of sludge and for providing carbon source and substrate for microorganisms.

16. The use of the method in manufacture of fertilizers.

17. The use of the method in treatment of sludge for burning.

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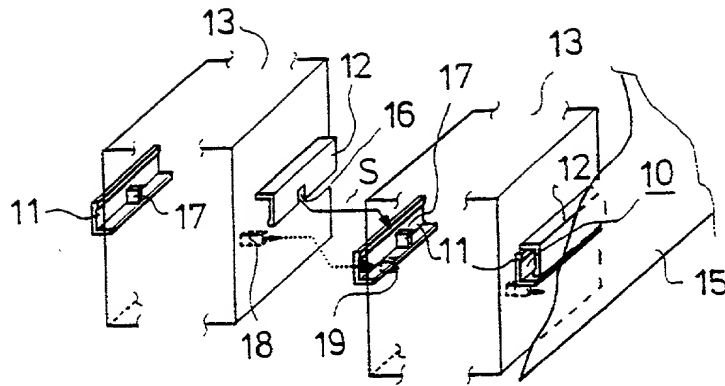


FIG. 1A

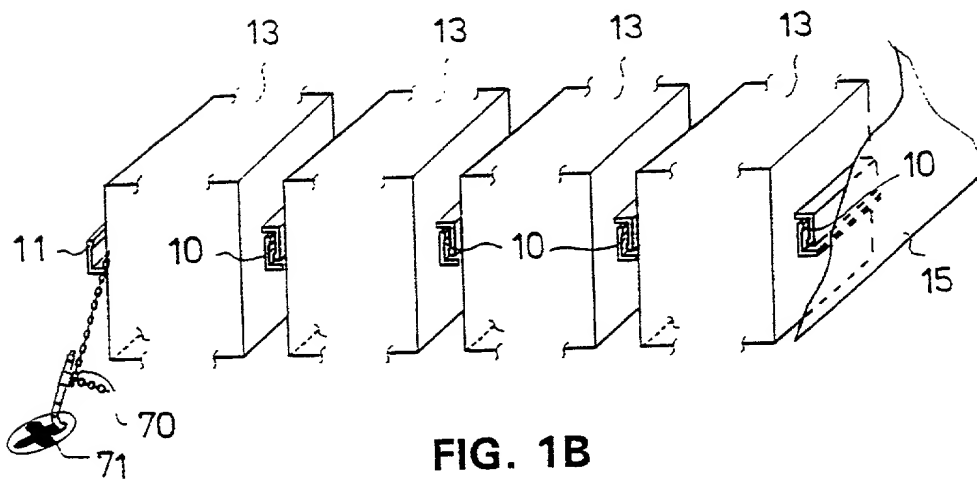


FIG. 1B

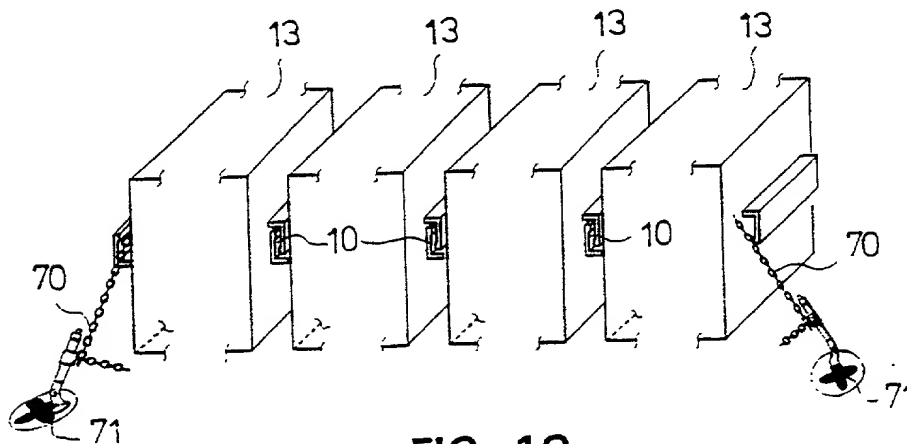


FIG. 1C

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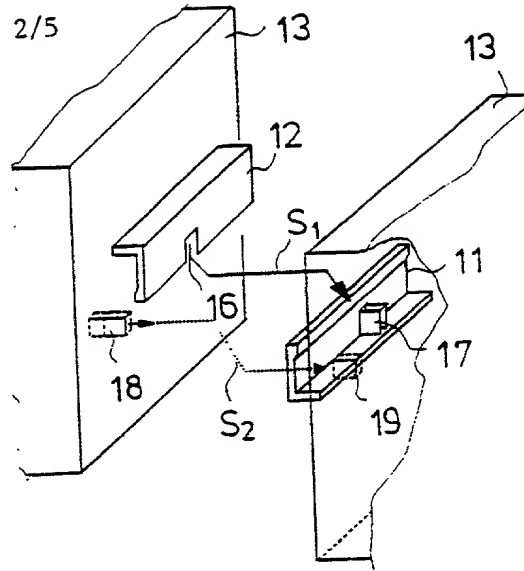


FIG. 1D

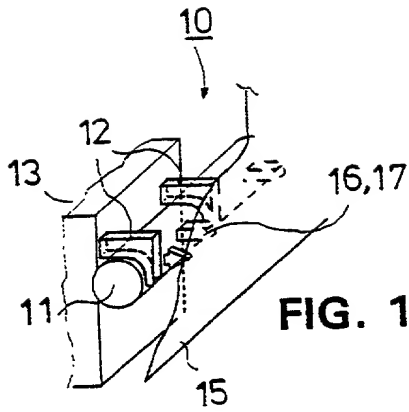


FIG. 1E

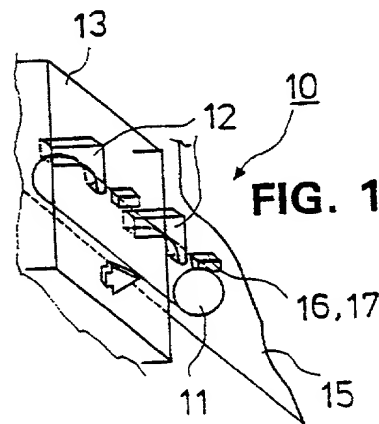


FIG. 1F

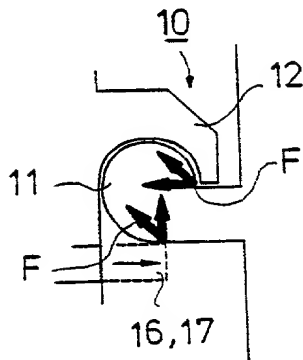


FIG. 1G

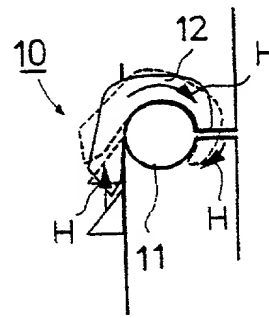


FIG. 1H



FIG. 1I

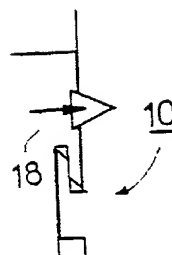


FIG. 1J

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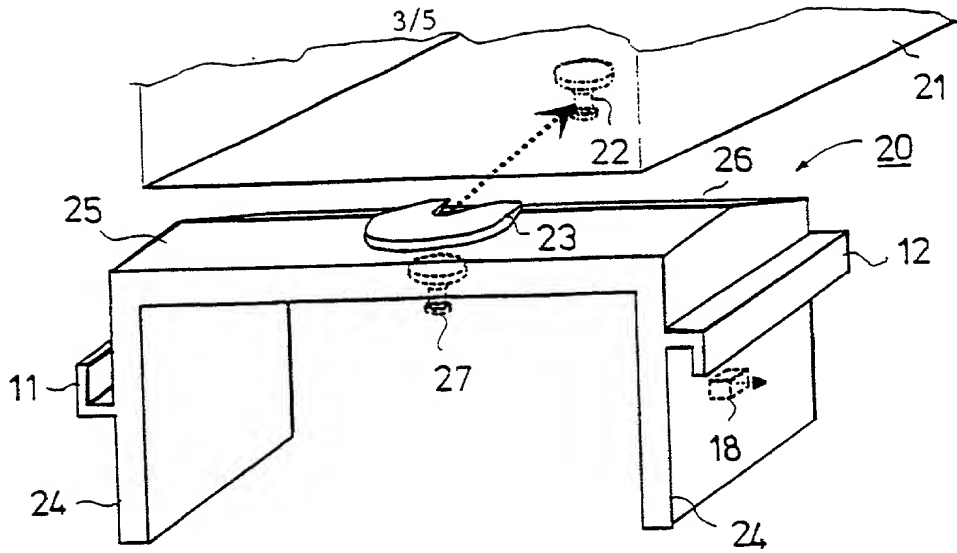


FIG. 2

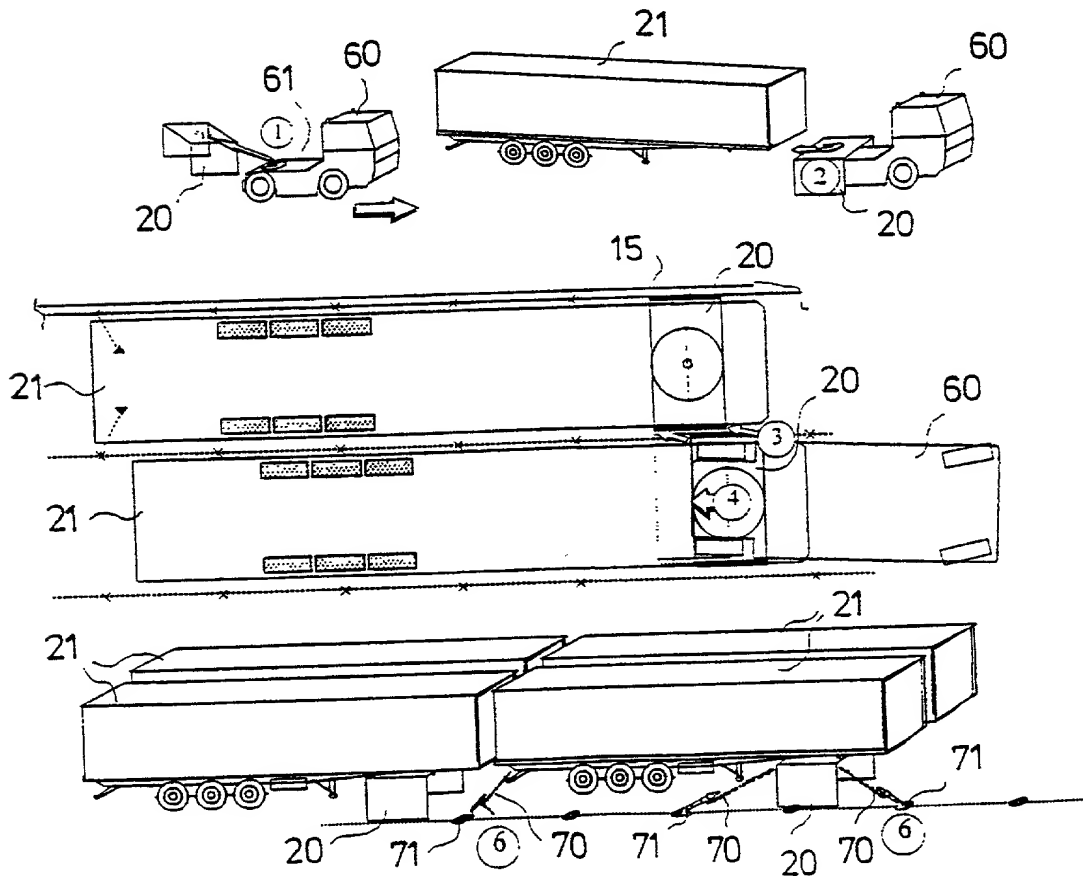


FIG. 3A

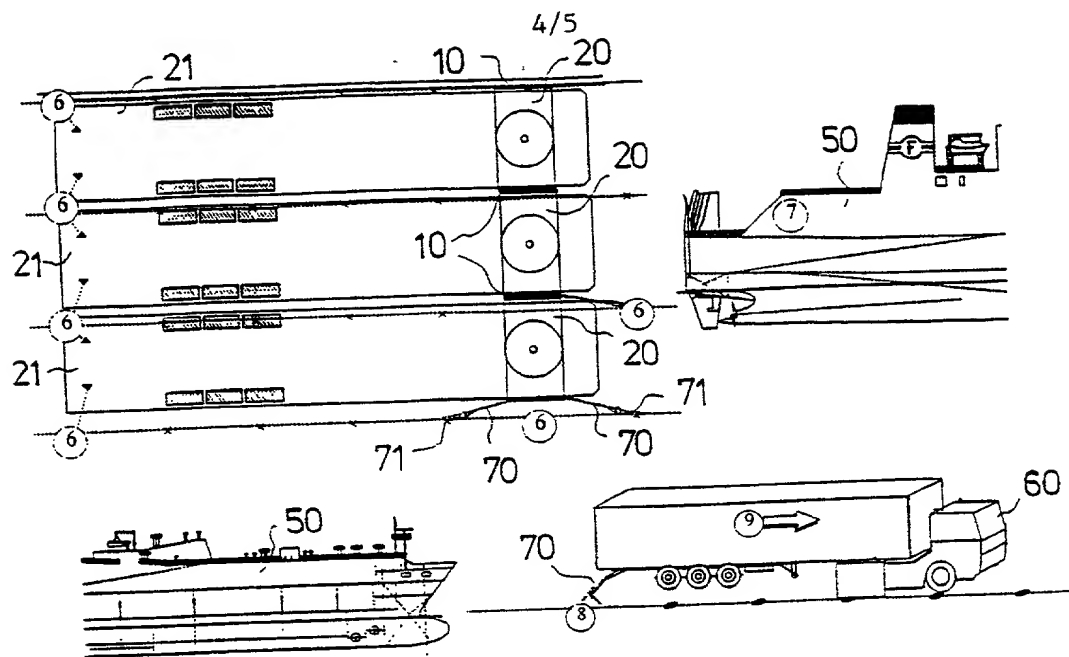


FIG. 3B

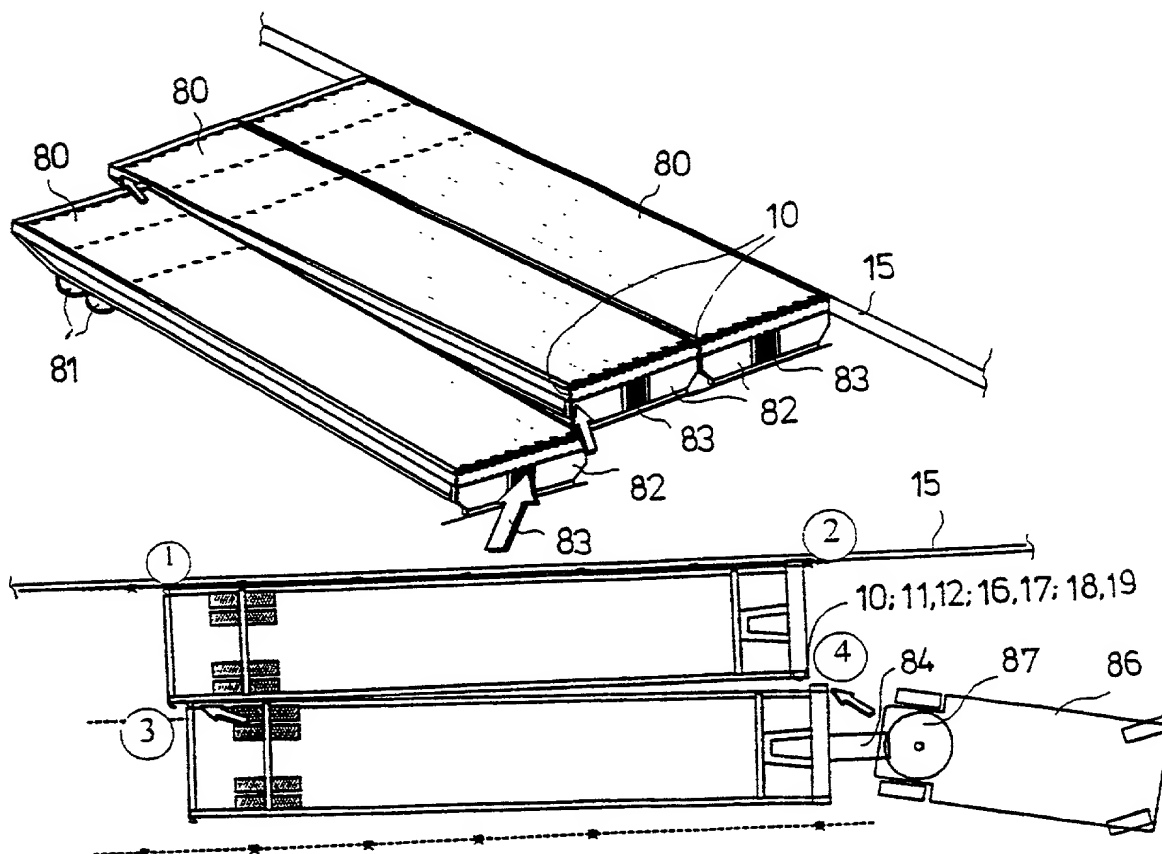


FIG. 4

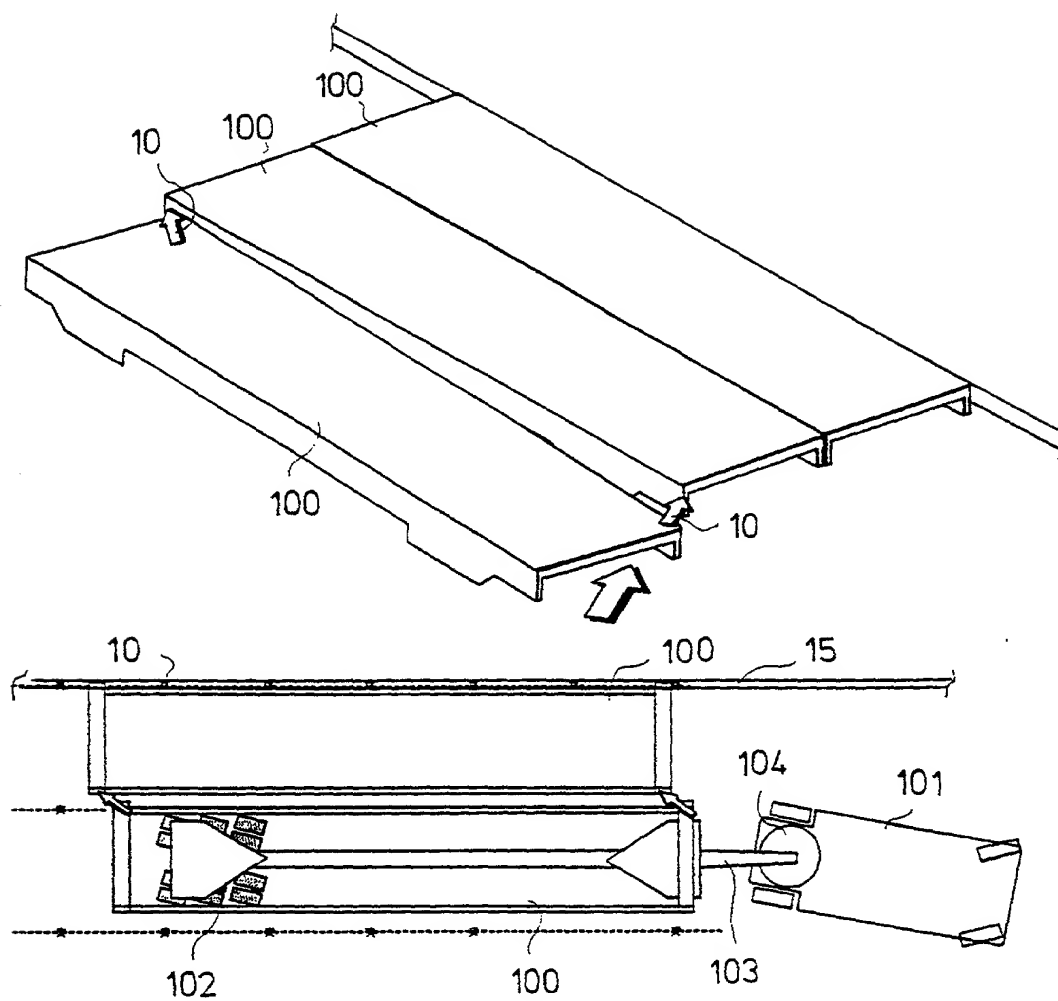


FIG. 5

DECLARATION AND POWER OF ATTORNEY FOR UTILITY OR DESIGN PATENT APPLICATION (37 CFR 1.63)

☒ Declaration submitted with initial filing

☐ Declaration submitted after initial filing (surcharge (37 CFR 1.6(e) required))

First Named Inventor: **Mikko HÄNNINEN**

COMPLETE IF KNOWN:

Application Number: _____

Filing Date: _____

Group Art Unit: _____

Examiner Name: _____

As a below named inventor, I hereby declare that:

My residence, post office address and citizenship are as stated below next to my name. I believe I am the original, first and sole inventor (if only one name is listed below) or an original, first and joint inventor (if plural names are listed below) of the subject matter which is claimed and for which a patent is sought on the invention entitled:

Method and device for securing horizontally loaded cargo units to a vessel

the specification of which

☒ is attached hereto

OR

☐ was filed on (MM/DD/YY) _____ as United States Application Number or PCT International Application Number _____ and was amended on (MM/DD/YY) _____ (if applicable).

I hereby state that I have reviewed and understand the contents of the above identified specification, including the claims, as amended by any amendment specifically referred to above. I acknowledge the duty to disclose information which is material to patentability of this application as defined in 37 CFR 1.56.

I hereby claim foreign priority benefits under 35 U.S.C. 119(a)-(d) or 365(b) of any foreign application(s) for patent or inventor's certificate, or 365(a) of any PCT International application which designated at least one country other than the United States of America, listed below and have also identified below, by checking the box, any foreign application for patent or inventor's certificate, or of any PCT International application having a filing date before that of the application on which priority is claimed.

Prior Foreign Application Number(s)	Country	Foreign Filing Date (MM/DD/YY)	Priority Claimed		Certified Copy Attached?	
			Yes	No	Yes	No
990730	Finland	April 1, 1999		X		

I hereby claim the benefit under 35 U.S.C. 119(e) of any United States provisional application(s) listed below.

Application Number(s)	Filing Date (MM/DD/YY)
-----------------------	------------------------

I hereby claim the benefit under 35 U.S.C. 120 of any United States applications(s), or 365(c) of any PCT International application designating the United States of America, listed below and, insofar as the subject matter of each of the claims of this application is not disclosed in the prior United States or PCT International application in the manner provided by the first paragraph of 35 U.S.C. 112, I acknowledge the duty to disclose information which is material to patentability as defined in 37 CFR 1.56 which became available between the filing date of the prior application and the national or PCT international filing date of this application.

U.S. Parent Application
or PCT Parent Number

Parent Filing Date
(MM/DD/YY)

Parent Patent Number
(If applicable)

PCT/FI00/00264

March 29, 2000

(pending)

As a named inventor, I hereby appoint the following registered practitioner(s) to prosecute this application and to transact all business in the Patent and Trademark Office connected therewith:

☒ Customer Number 21831

Direct all correspondence to:

☒ Customer Number 21831

I hereby declare that all statements made herein of my own knowledge are true and that all statements made on information and belief are believed to be true; and further that these statements were made with the knowledge that willful false statements and the like so made are punishable by fine or imprisonment, or both, under 18 U.S.C. 1001 and that such willful false statements may jeopardize the validity of the application or any patent issued thereon.

NAME OF SOLE OR FIRST INVENTOR:

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